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GRIMSBY RURAL DISTRICT COUNCIL



	Mr. Austin	B.415
1.	Dr. Didsbury	C.407
2.	Mr. Morley Parry	A.421
3.	Mr. Perry	A.405

PORT OF IMMINGHAM

ANNUAL REPORT

OF THE


MEDICAL OFFICER OF HEALTH

FOR

1967



MOH Grimsby R.D.C. I 1967
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GRIMSBY RURAL DISTRICT COUNCIL

Public Health Department,
Council Offices,
Immingham, Lincs,

Tel. Immingham 2201

Chairman of the Council
Councillor S. Bowman, J.P.

Chairman of the Public Health Committee
Councillor A. E. Pool.

Medical Officer of Health
Dr. J.M.B. Carr, M.B., Ch.B., D.P.H.

GRIMSBY RURAL DISTRICT COUNCIL.

TO THE CHAIRMAN AND MEMBERS OF
THE GRIMSBY RURAL DISTRICT COUNCIL.

Mr. Chairman and Gentlemen,

I have pleasure in presenting my Annual Report on the activities of the Port of Immingham for 1967. I am continuing the practice commenced last year of producing a separate report on the Port Health as this appears to be appreciated.

Though there was a slight decrease in the number of ships entering the Port during the year there has been a marked increase in the tonnage of cargo handled and there was, as expected, a marked increase in the passenger traffic. This increase in cargo and passenger traffic has caused a great increase in the work of this Department and has continued to involve a lot of 'out of hours' work. The increase in imported foodstuff, mainly via the ferries, has necessitated close attention by the Port Health Inspectors. Inspection of foodstuff at the Port plays a vital part in protecting Britain's food as this is the final opportunity to inspect the imported food in bulk and before distribution.

My work at the Port, especially the inspection of aliens, has been eased by the appointment of Dr. Smith as Deputy Port Medical Officer. In the past Medical Officer cover for the Port, in the absence of the Port Medical Officer, has been provided by local General Practitioners. This was a satisfactory solution while the main need for cover was to clear ships from infected ports. The advent of the ferry service, with problems of inspecting aliens etc., which requires the presence of a Medical Officer at the time of disembarkation, has made this an unsatisfactory method of providing cover. I am grateful to Dr. Barlow and Dr. MacAdorey for standing in as temporary Deputy Port Medical Officers prior to Dr. Smith's appointment.

I should like to express my appreciation of the sympathetic consideration given me by the Chairman and members of the Public Health Committee.

My thanks are due to Capt. Cummings, the Dockmaster, and his staff, to the Officers of H.M. Customs and Excise and to H.M. Immigration Officers. The willing co-operation of these Officers facilitates our work and is much appreciated.

In conclusion I would like to take this opportunity to thank the Staff of this Department for their contributions to this report and for their help and support during the year.

I have the honour to be,

Your obedient Servant,

J.M.B. CARR

March, 1968

Medical Officer of Health.

SECTION I - STAFF TABLE A.

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointment Held.
Dr. J.M.B. Carr	Port Medical Officer	15.2.66.	M.B., Ch.B., D.P.H.	M.O.H. Grimsby R.D.C. Cleethorpes B.C., Market Rasen U.D.C., Caistor R.D.C.
Dr. D.T.M. Smith	Deputy Port Medical Officer.	22.5.67.	M.B., B.S., M.R.C.S., L.R.C.P.	Deputy M.O.H. Grimsby R.D.C., Cleethorpes B.C., Market Rasen U.D.C. Caistor R.D.C.
A.F.C. Kent.	Chief Port Health Inspector.	1.4.66.	Cert. R.S.H. Cert. M. & F. Inspector	Chief Public Health Inspector, Grimsby R.D.C.
D.W. Naylor.	Additional Port Health Inspector	11.7.66. Resigned 16.2.67.	P.H. Insp's Diploma	Additional Public Health Inspector, Grimsby R.D.C.
D. Lingard.	Additional Port Health Inspector.	12.9.66.	Cert. R.S.H. Diploma M. & F. Insp.	Additional Public Health Inspector Grimsby R.D.C.
J. Hufford.	Additional Port Health Inspector.	1.11.66.	Cert. R.S.H. Cert. M. & F.	Additional Public Health Inspector Grimsby R.D.C.
I.N. Reynard.	Additional Port Health Inspector.	8.5.67.	P.H. Insp's Diploma.	Additional Public Health Inspector Grimsby R.D.C.

S.L. Harrison	Pupil Public Health Inspector.	7.11.66.	-	Pupil Public Health Inspector, Grimsby R.D.C.
Mrs. J. Deer	Clerk/Typist	3.1.66. Resigned 24.11.67	-	Clerk/Typist, Public Health Dept. Grimsby R.D.C.
Miss C. Dixon.	Clerk/Typist	13.11.67	-	Clerk/Typist, Public Health Dept. Grimsby R.D.C.

Address of Medical Officer of Health - Public Health Department.
 Council Offices,
 Immingham, Lincs.
 Telephone - Immingham 2201.

SECTION II

AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

TABLE B

Ships From	No	Tonnage	Number		Inspected	Number of ships reported as having, or having had during the voyage, infectious disease on board.
			By M.O.H.	By PHI'S		
Foreign Ports	1492	2,875,335	14	926	-	
Coastwise	1019	1,838,975	1	491	-	
TOTAL	2511	4,714,310	15	1417	-	

The nationalities of the vessels entering the district during the year were as follows:-

<u>Nationality</u>					<u>Number of vessels.</u>
British	...	...	...	...	1019
American	...	...	...	...	2
Australian	..	...	...	...	1
Belgian	...	...	...	...	19
Chinese	...	...	...	...	2
Danish	...	...	...	...	57
Dutch	...	...	...	...	280
Egyptian	...	...	...	...	1
Finnish	...	...	...	...	15
French	...	...	...	...	79
German	...	...	...	...	239
Greek	...	...	...	...	44
Icelandic	...	...	...	...	5
Irish	...	...	...	...	1
Israeli	...	...	...	...	2
Italian	...	...	...	...	33
Lebanese	...	...	...	...	5
Liberian	...	...	...	...	66
Norwegian	...	...	...	...	297
Pakistani	...	...	...	...	2
Panamanian	..	...	...	...	23
Russian	...	...	...	...	12
South African	...	...	...	...	1
Spanish	...	...	...	...	3
Swedish	...	...	...	...	299
Swiss	...	...	...	...	1
Yugoslavian	.	...	...	...	3

SECTION IIICHARACTER OF SHIPPING AND TRADE DURING THE YEARTABLE "C"Passenger Traffic

Number of Passengers INWARD

	<u>1967</u>	<u>1966</u>
Alien	21,715	16,315
British	26,794	16,620
Commonwealth	442	344
TOTAL	<u>48,951</u>	<u>33,279</u>

Number of Passengers OUTWARD

Alien	19,716	14,329
British	28,186	16,887
Commonwealth	372	366
TOTAL	<u>48,274</u>	<u>31,582</u>

The passenger traffic passing through Immingham continued to increase during 1967 with some 15,500 more passengers arriving and some 16,600 departing than in 1966. The main cause of this increase was the introduction of "TOR HOLLANDIA" to join her sister ship "TOR ANGLIA" in the ferry service to Amsterdam and Gothenburg, each ship now arrives in Immingham twice in the week.

B Cargo Traffic.Principal Imports

COMMODITY	<u>1967</u> TONS	<u>1966</u> TONS
Petroleum	2,402,959	1,879,411
Chemicals and Fertilisers	1,036,270	954,549
Iron Ore and Pyrites	582,751	718,420
Non Ferrous Ores	276,287	299,147
Building Materials and Crude Minerals	127,892	163,214
Other Basic Materials	98,126	61,994
Manufactured Goods	95,166	69,694
Iron and Steel	175,856	35,800
Liquid Petroleum Gases	50,700	79,307
Timber	71,569	52,555
Woodpulp	37,794	48,575
Foodstuffs	21,695	23,759
Animal Feeding Stuffs	10,587	11,227
	<hr/> 4,987,652 <hr/>	<hr/> 4,397,652 <hr/>

Principal Exports

COMMODITY	<u>1967</u> TONS	<u>1966</u> TONS
Coal, Coke and Patent Fuels	2,681,238	3,207,188
Petroleum	160,220	190,381
Iron and Steel Goods	321,358	138,462
Chemicals and Fertilisers	169,920	135,984
Foodstuffs	4,876	10,454
Manufactured Goods	14,656	8,703
Machinery	11,456	6,312
Cereals	2,848	3,536
Vehicles	5,077	3,283
Other Basic Materials	5,068	2,246
Building Materials and Crude Minerals	1,271	595
	<hr/> 3,377,988 <hr/>	<hr/> 3,707,144 <hr/>

Principal Ports from which ships arrive.

Algeria	-	Algiers.
Australia	-	Bunbury.
Belgium	-	Antwerp, Ghent, Ostende, Zeebrugge.
Canada	-	Quebec, Vancouver, Montreal, Sorel, Valley Field, St. Johns.
Cyprus	-	Morphou Bay, Kymassi.
Denmark	-	Esbjerg, Copenhagen.
Finland	-	Rauma, Naantali, Porvoo.
France	-	Bayonne, Bordeaux, Brest, Calais, Donges, Dunkirk, Granville, Gravenchon, Rouen, Port Jerome, Le Havre, St. Nazaire.
W. Germany	-	Hamburg, Bremen, Brunsbuttel, Wilhelmshavn.
E. Germany	-	Rostock, Wismar.
Holland	-	Amsterdam, Rotterdam, Delfzyl, Ijmuiden, Dordrecht, Flushing, Terneuzen, Vlaardingen, Sluiskil.
Italy	-	Genoa, Taranto, Anzio.
Iceland	-	Reykjavik.
Lebanon	-	Sidon.
Liberia	-	Monrovia.
Mexico	-	Coatzacoalcas.
Morocco	-	Casablanca.
Mozambique	-	Beira.
Norway	-	Jossingfjord, Moss, Mo-i-rana, Narvik, Porsgrunn, Odda, Mosjoen, Sarpsborg, Sandefjord, Lillesand, Tofte.
Persian Gulf	-	Bahréin, Kharg Island.
Poland	-	Gdynia.
Portugal	-	Lisbon.
Sardinia	-	Cagliari, San Antioco.
Sicily	-	Gela, Augusta.
Spain	-	Bilbao, Huelva, Cartegena.
Sierra Leone	-	Freetown, Pepel.
Sweden	-	Gothenburg, Oxelosund, Pitea, Stockholm.
U.S.A.	-	Port Sulphur, Tampa.
U.S.S.R.	-	Leningrad, Igarka, Ventspils, Archangel.
Venezuela	-	Caripito.
Yugoslavia	-	Rijeka.

SECTION IV - INLAND BARGE TRAFFIC.

Number entering the district - 3159

The bulk of the barge traffic in the district is made up of craft working between the various ports on the River Humber. The principal trade is in oils and other petroleum products.

For the most part, the standard of the crew accommodation in these craft is of a high order and the crews maintain their quarters in a clean condition. It was not found necessary to serve any notices on owners during the year under review.

SECTION V - WATER SUPPLY.

1. Source of Supply for (a) District
Two deep bores at west end of Dock Estate, North East Lincolnshire Water Board Supply elsewhere.
(b) Shipping
A piped supply is available from Hydrants at each berth.
2. Water samples have been taken from water-boats, hydrants and ship's tanks, all of which were found to be satisfactory on Bacteriological examination. One motor vessel was found to have a defect in the bulkhead separating a ballast tank from the ship's fresh water tank. On the advice of this Authority, the necessary repair was effected and the tank sterilised and flushed before being put back into service.
3. Precautions taken against contamination of hydrants and hosepipes.
Regular inspection and flushing through of hoses before use.
4. Number of Water Boats and their sanitary conditions.
Three tugs equipped with special fresh drinking water tanks. The tanks are cleansed and lime washed every six months or as often as may be found necessary.

SECTION VI

PUBLIC HEALTH (SHIPS) REGULATIONS, 1952

1. Infected areas list

A standard list of infected areas has been circulated to all interested parties. The World Health Organisation Weekly Epidemiological Record is checked each week and any necessary additions to the list are circulated immediately.

2. Radio Messages

- (a) Transmitting - The Dockmasters Office is equipped with a V.H.F. transmitter/receiver for use in port operations only. This set could, however, be used for the purposes of these Regulations in cases of emergency, subject to the vessel in question being equipped with suitable apparatus.
- (b) Receiving - Message received via H.M. Customs and Humber Radio.

3. Notifications other- wise than by radio

Statutory codes of flags and light signals.
Oral messages when vessel approaches Jetties.

4. Mooring Stations -

- (a) Buoys in centre of Dock
- (b) River Humber

5. Arrangements for -

- (a) Hospital accommodation for infectious diseases other than smallpox - Springfield Isolation Hospital, Grimsby.
- (b) Contacts of infectious disease kept under surveillance by Medical Staff whilst in port.
- (c) Cleansing and disinfection of ships carried out under the supervision of the Port Health Inspector. Disinfection of clothing and other articles would be carried out at Springfield Isolation Hospital, Grimsby.

SECTION VII

SMALLPOX

1. The Smallpox Isolation Hospital to which cases of Smallpox are sent from the district is :-

Hallwood Hospital,
Chapelton,
Near Sheffield,
Yorkshire.

2. The County Borough of Grimsby provides special Smallpox ambulances for the transport of all cases to hospital. The vaccinal state of the ambulance crews is maintained by the Medical Officer of Health for the County Borough of Grimsby.

3. The name and address of the Smallpox Consultant is :-

Dr. John Glen,
Springfield Isolation Hospital,
Grimsby.

4. Specimens for the laboratory diagnosis of Smallpox would be sent to either of the following :-

The Department of Bacteriology,
University of Liverpool,
Medical School,
Ashton Street,
Liverpool 3.

OR

The Virus Reference Laboratory,
Central Public Health Laboratory,
Colindale Avenue,
London, N.W.9.

SECTION VIIIVENEREAL DISEASES.

Facilities for the diagnosis and treatment of Venereal Diseases are available at the Special Treatment Centre, situated at 38, Queen Street, Grimsby. (Telephone Grimsby 4754).

Cases are referred there, and printed instructions regarding the situation of the Centre and times of treatments are left on board ships, as necessary, by the Port Health Inspectors during their inspections.

The Special Treatment Centre is open from 10. a.m. to 12.30 p.m. and from 2. p.m. to 7. p.m. every weekday except Saturday when it is closed at 12.30 p.m.

Particulars of the examination and treatment of seamen from ships at Immingham Dock during the year 1967 are as follows :-

Found to be suffering from :-

Syphilis (early)	...	...	...	1
Syphilis (latent)	...	...	...	Nil
Gonorrhea	...	...	...	10
Non-venereal conditions	...	...	...	54
				<hr/>
TOTAL	...	...	...	<u>65</u>

SECTION IXCASES OF NOTIFIABLE AND OTHER DISEASES ON SHIPS:-TABLE "D"

Category	Disease	No. of cases during 1967		No. of Ships Concerned.
		Passengers	Crew	
Cases landed from ships from foreign ports	Nil	Nil	Nil	Nil
Cases which have occurred on ships from foreign ports, but have been disposed of before arrival.	Nil	Nil	Nil	Nil
Cases landed from other ships	German Measles	Nil	1	1

SECTION XOBSERVATIONS ON OCCURRENCE OF MALARIA ON SHIPS:-

No cases occurred during the year.

SECTION XI

MEASURES TAKEN AGAINST SHIPS
INFECTED WITH OR SUSPECTED OF PLAGUE

No such cases occurred during the year. In the event of such an occurrence, the following measures would be adopted.

The vessel would be directed to a designated mooring station for special medical examination of passengers and crew, and the necessary disinfection of persons, clothing, bedding and accommodation etc., carried out. If plague-infected rats were found or suspected, the vessel would be boomed off, and thoroughly fumigated with H.C.N. During discharge of cargo, special watch would be kept for rats. Moorings and gangways would also receive special attention.

SECTION XIIMEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. Steps taken for the detection of rodents:-

- (a) In ships in the Port: Routine inspections of all compartments including holds, bunkers, etc.
- (b) On Quays, wharves, warehouses and in the vicinity of the Port: Regular inspection of all quays, wharves and warehouses; prompt disposal of all refuse; elimination of rat harbourages.

2. Arrangements for the bacteriological or pathological examination of rodents have been made with the Department of Pathology at Grimsby General Hospital.

3. Arrangements for de-ratting of ships are made as and when necessary with commercial contractors, viz:-

Associated Fumigators Limited, 112, Victoria Dock Road,
London E. 16.

Deodor-X Hygiene Services, Ellesmere Port, Cheshire.

London Fumigation Company Limited, Marlow House, Lloyds Avenue,
London, E.C. 3.

Riverside Fumigators, Hull.

Methods used include fumigation with Hydrogen Cyanide Liquid or Zyklon B, also with Sulphur Dioxide.

4. Progress in rat-proofing of ships - instructions and guidance to Masters or Officers in Charge, wiring of storerooms, gratings, etc., sheet metal tinning of bulkheads, beam openings, etc. Collaboration with Dock Authorities.

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS.TABLE "E"

<u>Category</u>	<u>Number</u>
Black Rats	Nil
Brown Rats	Nil
Species not known	Nil
Sent for examination	Nil
Infected with Plague	Nil

DE-RATTING CERTIFICATES AND DE-RATTING EXEMPTION CERTIFICATES
ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS

TABLE "F"

No. of De-rattling Certificates Issued		After Poison.	After Trapping	TOTAL.	Number of De-rattling Exemption Certific- ates Issued.	Total Certific- ates Issued
After fumigation with	Other Fumigants					
H.C.N.						
-	-	-	-	-	91	91

SECTION XIIIINSPECTION OF SHIPS FOR NUISANCESTABLE "G"Inspections and Notices.

Nature and number of inspections		Notices served		Result of Serving Notices.
		Statutory Notices	Other Notices	
British vessels from Foreign Ports	130	-	3	3 complied with
Foreign vessels from Foreign Ports	796	-	11	6 complied with
British vessels - coastwise	279	-	2	2 complied with
Foreign vessels - coastwise	212	-	3	2 complied with
TOTALS	1417	-	19	13 complied with

SECTION XIVPUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934/48

There are no shellfish beds or layings within the jurisdiction of this Authority.

SECTION XV -- MEDICAL INSPECTION OF ALIENS.

1. Medical Inspectors holding Warrants:-

Dr. J.M.B. Carr, appointed 15/2/66

Dr. D.T.M. Smith, appointed 22/5/67

2. No other staff is engaged on this work.

3. The majority of arrivals are on m.s. Tor Anglia and m.s. Tor Hollandia each of which arrives twice per week. The Medical Inspector is usually present at the disembarkation and examines the aliens referred to him by H.M. Immigration Officers.

4. (a) Number of vessels carrying alien passengers which arrived at the port 307
- (b) Number of aliens disembarking 21,715
- (c) Number of aliens referred for inspection 123
- (d) Number of aliens recommended for refusal of entry on medical grounds None

5. Aliens from m.s. Tor Anglia and m.s. Tor Hollandia are examined at the Ferry Terminal where there is a very convenient examination suite. Aliens from other ships, who require examination, are examined on board the ship.

6. During the year 442 persons were dealt with under the Commonwealth Immigrants Act, 1962.

SECTION XVI - MISCELLANEOUS

Arrangements for the burial on shore of persons
who have died on board ship from infectious disease.

In the case of major infectious disease, this would be carried out by trained personnel either of the local health authority or the Springfield Hospital, who have been adequately protected by inoculation. Once the body of the deceased had been effectively sealed in a coffin the future arrangements would be delegated to a commercial undertaker.

INSPECTION OF IMPORTED FOODS.

The Port Health Inspectors examine all consignments of foodstuffs arriving in the port and take samples, where necessary, for analysis by the Public Analyst or the Public Health Laboratory.

The bulk of the foods imported through Immingham are of Scandinavian, Dutch and Commonwealth origin and during the year under review were found to be of good quality. During the year 91 samples were submitted for examination and, with only two exceptions were reported as being satisfactory. Whilst the two exceptions were satisfactory in substance, their labelling was found to be in slight contravention of the Labelling of Food Orders. Informal representations to the importers concerned was sufficient to secure rectification of the deficiencies.

The following table indicates the commodities and quantities imported during 1967:

	Tons.	cwts.	qrs.	lbs.
Carcase meat and Offals...	4088	3	-	-
Meat Products and Canned Meat...	623	8	-	22
Fish	3282	15	1	18
Fish Products and Canned Fish...	692	1	-	8
Shellfish	166	10	2	3
Butter..	1168	10	3	17
Cheese..	1352	18	2	11
Fats	239	13	-	18
Bakery Products	761	5	-	15
Vegetables	4206	12	3	4
Salad Goods	262	6	-	25
Fruit... ..	1081	1	1	25
Tea	1245	3	1	4
Nuts	803	8	2	5
Beers, Wines and Spirits	1646	7	3	6
Sundries	74	18	1	27
TOTAL	21695	4	2	12

Of this quantity, less than one ton was found to be unfit for human consumption and in every case, the importers, through their agents, agreed to surrender the goods voluntarily. All unsound food was disposed of by burial in the Council's refuse tip and details of such condemnations are as follows:

continued/

UN SOUND FOOD - PORT.

	Tons.	cwts.	qrs.	lbs.	ozs.
158 Tins Meat	-	13	3	22	6
43 Tins Fruit	-	-	2	5	2
2 Tins Tomatoes	-	-	-	1	14
Ground Nut Kernels.	-	5	-	-	-
Pork... ..	-	-	-	1	-
TOTAL	-	19	2	2	6

A good proportion of the food imports arrive via the roll-on/roll-off ferry services from Amsterdam and Gothenburg and this fact presents its own difficulties in providing an efficient inspection system. Importers using such a service for rapid door-to-door transport of perishable foodstuffs have a right to expect that consignments will be examined without undue delay and to this end, at least one of the Port Health Inspectors is on duty at the Ferry Terminal for each arrival. These vessels arrive mostly outside working hours and overtime working is necessary to ensure that all food arriving is inspected before leaving the Dock area. This is not necessarily the case, with consignments arriving by general cargo ship as these vessels may take several days to discharge, and their cargoes are usually manifested in advance.

It is indicative of the speed of transport by roll-on/roll-off ferry when one considers that fresh fish may be landed in Holland on Wednesday morning, packed and shipped on Wednesday afternoon, and be on Grimsby Fish Market by mid-morning on Thursday in perfect condition.

In addition quantities of food were imported for animal feeding purposes, the greater part of this trade being in whalemeat. It is essential to ensure that none of these goods are diverted for human consumption and, by virtue of excellent co-operation from other local authorities, it was possible at all times to track these products to their intended destination.

